

**PUBLISHED EVERY EVENING, AND WITH WHICH IS INCORPORATED THE "HONGKONG EVENING MAIL AND SHIPPING LIST."**

PRICE, \$24 PER ANNUM

## Shipping

STEAM TO  
SWATOW, AMOY & FOOCHOW.  
*The Departure of*  
HE P. & O. S. N. Co.'s S.S.  
"AZOF,"  
the above places, is postponed till Noon  
SATURDAY, the 14th inst.  
W. MACAULAY,  
Superintendent.  
Hongkong, August 11, 1869. aul4

COMPAGNIE DES SERVICES  
IMPERIALES  
The Company's steamer

**Capt. KAPAT**  
**atched for Yo**

shortly after the arrival of the next French  
 mail, expected on the 17th inst.  
 J. C. BERTRAND,  
*Principal Agent.*  
 Hongkong, August 7, 1868.

1. DATE: \_\_\_\_\_

PACIFIC MAIL STEAMSHIP COMPANY.

NOTICE.

The Steam-ship  
"GREAT REPUBLIC,"  
Captain J. M. CAVARLY,  
will sail from Hongkong  
for Yokohama and San  
Francisco, on the 19th instant, at 3 p.m.

1.  $\frac{1}{2} \times \frac{1}{2} = \frac{1}{4}$

Passengers are requested to be on board  
2 P.M., day of sailing.  
GEO. E. LANE,  
agent.  
Hongkong, August 6, 1869. au19

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FOR MANILA.  
The A 1 Spanish steamer  
"MANILA"

Captain \_\_\_\_\_

For Freight or Passage, apply to  
LANDSTEIN & Co.,  
Hongkong, August 3, 1869.

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FOR YOKOHAMA.

## tain BAROLAY

patched for the above port, on  
**MONDAY, the 16th Inst., at 8 a.m.**  
 For Freight or Passage, apply to  
**RUSSELL & Co.**  
 Hongkong, August 10, 1869.

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**FOR SINGAPORE & BOMBAY.**

... "ROH.  
... Đình.

For Freight or Passage, apply to  
GIBB, LIVINGSTON & Co.  
Hongkong, August 11, 1869.

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FOR SALE, FREIGHT OR CHARTER.  
The A 1 British brig  
"PLATEAU"

ter or about 8

ing capacity.  
For Particulars, apply to  
**EDUARD SCHELHASS & Co.**  
Hongkong, August 9, 1899. tf

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**FOR FREIGHT OR CHARTER.**  
The A 1 French barque  
"MAHLE"  
Captain BONNET, of about 9000

10

Bongkong, August 7, 1869.

**FOR FREIGHT OR CHARTER.**  
The A 1 French barque  
"MARIE ALEXANDRINE,"  
Captain BILLY, of about 8000  
piculs carrying capacity.

P. DEROD  
August 7, 186


**FOR MANILA.**  
The Spanish brig  
"VILLA DE RIVADAVIA,"  
CASTILLO, Master, will meet  
with immediate despatch for

REME

Hongkong, July 29, 1869.

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**FOR SINGAPORE.**  
The First-class French brig  
"EMMA,"  
Capt. ELIE, will have quick des-  
patch for the above port.



FREDERICO I

Hongkong, May 25, 1869.

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FOR LONDON.

The 41 British ship  
"SCAWFELL,"  
THOMSON, Master, will load at  
Wharfedale, Leeds, England.

meet with qui

For Freight or Passage, apply to  
BIRLEY & Co.  
Hongkong, July 10, 1869. au18

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FOR SAN FRANCISCO.  
The British ship

ll have quick  
ove port

For Freight or Passage, apply to  
**AUGUSTINE HEARD & Co.**  
Hongkong, July 13, 1869, esp7







**GERMANY AS A NAVAL POWER.**  
(*London and China Express, July 2.*)

The Germans have just acquired the hearts' desire, and realised the aspirations of thirty long years. It is impossible to doubt either the earnestness of their wishes or the sincerity of their present liking; and yet we in this country might easily be tempted to think they had only gained a loss. In a few words, the people of the North German Confederation have succeeded in laying the foundations of a powerful naval military power, and thus adding the element of sea power to the army in their public accounts. The expansion with which this design was promoted is extraordinary—to us almost incomprehensible. Through some association or persuasion, or other the formation of a navy was always identified with the unity of Germany. In the abortive revolution of 1848 one of the first proceedings of the Government was to set subscriptions on foot for the creation of a Federal fleet, and a similar scheme was actually thought of, and commissioned under the flag of the North Confederacy. When the political fabric collapsed, the navy, on the preposterous absurd of Austria, was put up to auction, and for what it would fetch. Nothing, the world could have afforded the North Germans more than this proceeding, and, fiercely, indeed, did they resent the humiliation that, for want of a fitter victim, they wreaked their anger on the unfortunate successor, who actually found himself in the hands of the society, the German League of France or the inferior Ireland. For that time, in fact, indignation and reconstruction became a certainty. Driven to choose between Austria and a fleet, the Germans resolved to have a fleet and to get rid of Austria. In the fulness of time the resolution was consummated. The campaign of Sadowa gave the ascendancy to Prussia, Austria was ejected from the Confederation, and how a real war port, a dockyard, a harbour, arsenals, and fortifications were built, and a fleet was raised for the benefit of the North German Union.

A few years ago it would have seemed an exaggeration to say that the lead of a British man-of-war was a match for Prussia's whole fleet; and we can understand the feeling of legitimate pride which Count Bismarck lately found himself able to assert that her navy at this moment second to none in the world. The extraordinary rapidity with which the fleet was built, the men built, and launched the Prussian navy, and the scarcely disguised pretensions of the Prussian Government to the supremacy of the Baltic Sea, have created no little jealousy and anxiety in Russia. Last year, at the suggestion Count Bismarck, the Prussian and Russian fleets cruised and manœuvred together during the summer months; but a proposal to renew the same exercises this year has met at St. Petersburg with an unqualified refusal. This incident has caused much uneasiness in Russia, and the general impression being that the Germans are aware of the present superiority of the Prussian navy and unwilling to let their fleet serve as a foil to that of their actual and adjoining neighbour.

The *Spectator* protests against the ill-considered contempt with which the English papers treat the German desire for a fleet. It is said, of course, that a German fleet would be so strong, will reduce the navy to the predominant position of the navy of Great Britain. But, the *Spectator* argues, it will do this very much more than the increase which has gone on in twenty years in the maritime power of America and France. It is not the division of Maritime power into two hands, but by its condensation in one, that the country is endangered. More especially when the nation is the power of the very few, is perhaps the only one to which has interests identical with our own. No other has equal cause to dread Prussia and Russia, to protect Italy in Scandinavia, to maintain a strict policy of the seas, and to keep the three great water-lakes of Europe, with their natural entrances, open to all mankind. No other has the same motive for desiring coalition with the United States, or for opposing us upon a general colonial policy, or for great and direct an interest in the ultimate solution of the problem which we call the Eastern question, and which involves among other trifles, the reversionary property in the valley of the Lower Danube. By every circumstance of history, national aspiration, and geographical position, Germany is our natural ally, while the only power that has any real cause to fear us for our security for moderation, is Prussia. recently we had about as much power attacking Prussia as of attacking another planet; but with every new ship, every fresh port, every new dockyard, Prussia drifts more and more within the range of our Armstrongs, and the best guaranteed alliance is the mutual respect of the allies.

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A SCHOOLMISTRESS once asked a pupil to tell what word S double E spell? The word was but dull, and so mistress cried: "What is it, you dunce, I do with my eyes before I can find it out, quickly tell me." "Oh yes! I know the word now, ma'am—S double E, *equiv*!"

A "SPEECHLESS" ADMIRAL.—Talking speeches brings one to the Dickens idea in Liverpool. Whenever I read an account of a dinner of this sort I cannot but think of the story of a certain gallant admiral who, though as brave an old seadog as ever walked a plank, was not gifted with great powers of oratory, being bearing as bashful as it were. Now, upon one occasion, some sinking of an enemy's battery gallantly and bravely made make, a dinner was given to the admiral, and the distinguished persons. The health of the old fellow was proposed, and he was upon his legs to return thanks. When the white head and honest battered countenance rose up out of the crowd, amid some knocking and cheering, waving wine-glass in his left hand (his right arm hanging empty from his medalled breast) three times did the old warrior cease to speak, and three times did his brilliant face grow pale and glistening with sweat. Then looking round the brilliant faces, all turned towards him, some with a flash of the ludicrous within him seemed show him the absolute humbug of the whole thing, and to fill him with a righteous indignation at being placed there, spectacle for grinning shop-keepers to merry at. "Oh d—n your eyes!" he burst out, and sat down. A moment astonished pause, and then the admiral, looking at the dinner table, and then rang with cheering. I think it was a bold speech myself, but it wouldn't try it more than once.



## INCIDENTS

General Post Office, H  
9th September, 1



—August 12, 1869.

INSURANCES.

**LONDON ASSURANCE CORPORATION.**  
The above Corporation has been appointed to grant Fire and Marine Insurance on all kinds of property, and on all kinds of vessels, at the lowest rates, and on the most liberal terms.  
HOLLIDAY, WISE & CO.,  
December 26, 1867.

**THE INSURANCE OFFICE.**  
The above Office has been appointed to grant Fire and Marine Insurance on all kinds of property, and on all kinds of vessels, at the lowest rates, and on the most liberal terms.  
ROBERT WALKER & CO.,  
June 21, 1864.

**NOTICE.**  
The above Office has been appointed to grant Fire and Marine Insurance on all kinds of property, and on all kinds of vessels, at the lowest rates, and on the most liberal terms.  
ROBERT WALKER & CO.,  
June 21, 1864.

**NOTICE.**  
The above Office has been appointed to grant Fire and Marine Insurance on all kinds of property, and on all kinds of vessels, at the lowest rates, and on the most liberal terms.  
ROBERT WALKER & CO.,  
June 21, 1864.

**REDUCTION OF RATES OF PREMIUM FOR FIRE INSURANCE.**  
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June 21, 1864.



PACIFIC MAIL STEAMSHIP COMPANY.

STEAMERS of this line will be despatched as follows:—

Great Republic,	August 18.
America,	Sept. 18.
Japan,	October 18.
China,	Nov. 18.
Great Republic,	Dec. 18.

A Steamer will leave Shanghai on or about same date, connecting at Yokohama with above-named steamer.

Passengers ticketed through to California, Mexico, Central and South America, the Atlantic States, and to England and France, both via New York and by lines from Panama and Aspinwall.

Return tickets issued at a reduction of 10 per cent upon the whole amount for the round voyage.

Connections are made at Panama with Steam Lines upon the West Coast of Central and South America, at Aspinwall with the "Royal West India Mail Line," at West India and Pacific Steamship Company (Limited) and the "French Transatlantic Company," and at New York with the various lines to Europe. Tickets issued for the following Steamship Lines: Imperial, General Transatlantic Co., New York and Bremen Steamship Co., New York and Bremen Steamship Co., and North German Lloyd.

Favorable arrangements have been made for through passengers and freight to America, from Calcutta, Penang and Singapore, and from Swatow, Amoy and Foochow.

Through Bills of Lading given for Ports of Mexico and on the West Coast of Central and South America, to as far as Valparaiso, New York, Liverpool, Southampton and St. Nazaire, France.

Freight to United States, payable in advance in Mexican Dollars, or on delivery in American Gold Coin with 8 per cent additional, at shipper's option.

For further information, apply at the Agency of the Company, Praya West.

General Post Office, Hongkong, February 16, 1869.

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Post-Office Notifications.

It is hereby notified for general information that henceforward closed mails for the United Kingdom will be made up at this Office and forwarded to London by the United States Mail Packets via San Francisco. Correspondence intended to be forwarded by this route must be addressed via San Francisco.

Letters, Newspapers, Books and Patterns, will be liable to the same rates of postage as those sent by the British Mail Packets via Southampton viz:—

For Letters, 24 cents per half-ounce.

For each Newspaper not exceeding 4 ounces, 4 cents.

For a packet of Books or Patterns, 8 cents per 4 ounces.

The Postage must in all cases be paid in advance; correspondence not fully prepaid will be sent via Singapore.

F. W. MITCHELL,  
Postmaster General.

General Post Office,  
Hongkong, February 11, 1869.

It is hereby notified that, under the provisions of a Treasury Warrant dated the 7th May, the Postage on a Letter not exceeding half-an-ounce in weight posted in Hongkong or at any of the Ports in China and Japan addressed to Egypt, or posted in Egypt addressed to Hongkong or any of the Ports in China and Japan, and conveyed in the Mails by British Packet, is reduced from Twenty-four Cents to Twelve Cents.

For Letters exceeding half-an-ounce in weight a further rate of Twelve Cents for each half-ounce is chargeable.

Prepayment of the Postage is compulsory.

F. W. MITCHELL,  
Postmaster General.

General Post Office,  
Hongkong, July 15, 1868.

It is hereby notified that, under the authority of a Treasury Warrant dated the 1st May last, Superintending, or First-Class Schoolmasters in the Army will, in future, be entitled to the same privileges in regard to Letters sent by or addressed to them on their own private affairs as are at present enjoyed by Commissioned Officers in the Army; and all Army Schoolmasters will be entitled (as Army Schoolmasters of all but the First-Class now are) to the same privileges, in regard to their Letters, as are enjoyed by non-commissioned Officers and Private Soldiers.

F. W. MITCHELL,  
Postmaster General.

General Post Office,  
Hongkong, July 31, 1868.

On the 1st October next, and thenceforward, Money Orders will be issued at this Office and at the Agencies thereof at Shanghai and Yokohama on all the Money Order Offices in the United Kingdom of Great Britain and Ireland, for amounts not exceeding £10, at the rate of Exchange Current for each Mail, and charged with Commission according to the following Scale, viz:—

For sums not exceeding £2, ..... 12

Above £2 and not exceeding £5, ..... 24

" 5 " " 10, ..... 36

" 10 " " 20, ..... 48

" 20 " " 50, ..... 60

" 50 " " 100, ..... 72

" 100 " " 200, ..... 84

" 200 " " 500, ..... 96

" 500 " " 1000, ..... 108

" 1000 " " 2000, ..... 120

" 2000 " " 5000, ..... 132

" 5000 " " 10000, ..... 144

" 10000 " " 20000, ..... 156

" 20000 " " 50000, ..... 168

" 50000 " " 100000, ..... 180

" 100000 " " 200000, ..... 192

" 200000 " " 500000, ..... 204

" 500000 " " 1000000, ..... 216

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